DEUTSCHE AFRIKA-LINIEN
JOHN T. ESSBERGER

news

April/2020 The Group's In-House Magazine www.rantzau.de

Hope for the best but prepare for the worst

Shipping in times of Covid-19 is a challenging business for everyone/ Decisions are taken daily/ Uncertainty about availability of South African ports

The Covid-19 pandemic (Corona) is a huge medical, social and economic challenge faced by the entire world. The situation reported in the media is constantly changing. One thing is for sure: the impact of the pandemic will affect us for a very long time. In the DAL/JTE Group we are monitoring the developments very closely but will not engage in any speculations.

Our emergency plans meet the national and international standards as expected from our staff and business partners. So far, we have fared well with them. We communicate with our crews, our staff ashore and our customers on a daily basis in order to keep them up to date with the situation. Our reporting in this edition of DAL/JTE News is as at the end of March 2020.

What is the current situation? News from South Africa say that we might have to face a reduction of berths or even shutdowns in the main ports. This will add to the current congestions caused by challenged infrastructure and management of South African ports. At the time when DAL/JTE News went to print there were still a lot of unknowns and rumours about further government interventions. In the consequence of these alarming news the booking situation southbound is already deteriorating.

Under her charter name "DAL Karoo" the former "Santa Rita" (7,114 TEU) of Maersk/Hamburg Süd is trading in the South Africa service. As of March 2020, the combined SAECS fleet employs nine container vessels

Future developments in cargo volumes will depend on how long and how intense the pandemic will continue, especially with a view to the currently ongoing fruit season and to the automobile industry. We are thus unable to predict any precise forecasts but are prepared for many eventualities.

In February, the partners of the South Africa Europe Container Service (SAECS) added a ninth vessel to its joint service to stabilise the sailing schedules due to the sluggish turnaround times in South African ports. At the same time, there has been a change of ships. Our "DAL Kalahari" (7,450 TEU), currently chartered from Maersk Line, is due to be redelivered and will sail under her old name "Maersk Luz" as the ninth vessel in the South African service.

9th SAECS vessel

In return, DAL have chartered another ship from Maersk/Hamburg Süd, which is now trading by the name of "DAL Karoo". The named vessel is the former Hamburg Süd container ship "Santa Rita" (7,114 TEU) built in 2011.

Due to the corona pandemic DAL Agency has implemented a predesigned business continuity plan, meaning that our staff does weekly shifts between home office and office work. Under the current health-related restrictions, home office is working well so far. However, business relations do suffer as a result of South Africa's and other African countries' growing travel restrictions.

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Provisional rendering of a new 6,600 dwt dual-fuel LNG/MGO chemical carrier for Essberger Tankers newbuilding project. Specifications are not yet finalised. Typical for this type of ship are one – or two – LNG bunker tanks on the foredeck

Covid-19 is on everyone's mind. The economic impact it has on shipping is becoming more obvious each day. We are adjusting to the new challenges as they evolve on a daily basis. We thank our customers and staff for their cooperation and commitment.

In March, a newly chartered 7,090 TEU container vessel, the "DAL Karoo" has brought the fleet of the SAECS service to a total of nine. Indications of a possible partial shutdown of the South African ports, who already suffer from severe congestions, are most alarming and could create havoc to liner services. Our container ships "Ubena" and "Ulanga" are now both running in our UAFL service.

Essberger Tankers' economic development so far is close to our expectations. However, in the wake of the virus crisis we will inevitably have to expect a negative impact on volumes. On the positive side: the favourable bunker prices are having a positive effect on our results. The severe travel restrictions are making crew changes difficult and reduce the availability of service personnel. Fortunately, as far as the virus is concerned, our seamen are comparatively safer on board than on land.

Our home office initiative has significantly reduced the amount of office staff working at our headquarters in order to lower the risk of infection. Our customers can still reach us 24/7. Internal meetings here at the office are now being carried out via tel/video conferences, and this is working excellently. Modern means of communication are making it possible to continue our negotiations with shipyards.

No one knows what the consequences of Covid-19 will be in the medium term. We will have to keep adjusting to the changing situation, for better or for worse. But pragmatism is better than panic.

Yours Heinrich von Rantzau

DAL Agency board (left to right): Kapil Celly (Sharaf Group), Michael Davies (DAL), Ken Bloch Sørensen (MD DAL), David McCallum (MD DAL Agency), Alvin Naicker (DAL Agency, Durban), Dr Eberhart von Rantzau (Managing Owner DAL, Chairman of the Board), Carol D'Alton (DAL Agency), Ibrahim Sharaf (Managing Owner Sharaf Group), Hemant Chawla (DAL Agency), Hartmut Lühr (DAL)

DAL Agency (Pty) Ltd board meeting in Hamburg: Foundation of trust

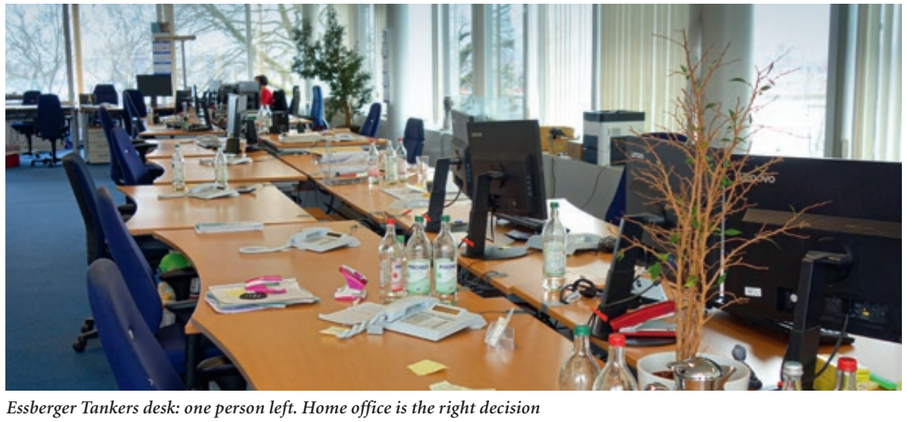
DAL Agency (Pty) Ltd is a joint venture of Deutsche Afrika-Linien (Hamburg) and the Sharaf Group (Dubai) founded in 2008. The agency is a well-established provider of logistics and related services in the shipping business and provides agency functions for DAL and UAFL. DAL Transport SA and Simba Africa Logistics are subsidiary companies.

The Sharaf Group was established in 1975 as a shipping agency with a vision of becoming a leading international organisation. With more than 7,000 employees today the Sharaf Group continues to diversify into different business sectors and developed a global footprint. The annual DAL Agency board and shareholder meetings have so far been held in Durban, Dubai and Hamburg. By personal invitation of its chairman Dr Eberhart von Rantzau the 2020 meeting was organised once again in Hamburg and was concluded with a dinner in the von Rantzau family estate "Weisses Haus" above the river Elbe. Says Dr von Rantzau: "Over the years we have developed a strong business relationship with the Sharaf Group based on a foundation of trust. I personally thank Ibrahim Sharaf for making the effort to come all the way to Hamburg this time."

Hope for the best but prepare for the worst

(continued from page 1)

In South Africa, Germans are presently denied entry. Essberger Tankers are also confronted with dropping cargo volumes. With a severe economic crisis already looming on the horizon, it is highly unlikely that the chemical industry will spare Essberger Tankers. It remains to be seen to what extent tanker shipping will be hit in the weeks and months to come. At least it seems to be common agreement to keep the supply chains by sea open.



Essberger Tankers desk: one person left. Home office is the right decision

Technically seen, Essberger Tankers and Essberger Ship Management are already being impacted by travel restrictions. Trips to China are not possible, hence disrupting discussions concerning newbuilding plans for chemical tankers (see the editorial on page 1 and interview on page 8). It is becoming increasingly more difficult to change crews on our vessels and to transport service personnel and technicians on board or to shipyards and to perform vettings.

Switching to "crisis mode" at head office and at the agencies went smoothly. Within a very short space of time, we managed to get more than 80 per cent of the staff to work from home, without impairing the quality of their work.

This logistical achievement has probably also contributed to the DAL/JTE Group not having a single acute Corona infection so far. And with home office in effect sick leave in the office could be reduced by half.

UAFL welcomes "Ulanga" and expands its port coverage in the Indian Ocean: Here we go!

With new vessels in service United Africa Feeder Line to increase market share/ By Group MD Dr Dag-Sven Dieckmann

Although 2020 brought a few new challenges and problems to the shipping industry and the global economy, the UAFL group had a good start into the new year and is on track with its growth and development plan.

Since last year, UAFL has been successfully implementing its strategy to expand its port coverage in the Indian Ocean and to upgrade its fleet of container vessels. We restarted to call at Mombasa and Zanzibar with our Middle East Express, and "Ubena", one of the DAL/Essberger-owned eco-friendly 2,200 TEU vessels, joined this service last summer. In March 2020, UAFL chartered the sister ship named "Ulanga". "Ulanga" will be deployed in the group's Comoros Express. Both vessels replace older, smaller tonnage. With those vessels in the UAFL fleet we are in a position to increase our market share in our core markets while at the same time reduce our slot costs.

In addition to the two "U-vessels", UAFL currently deploys two more 1,700 TEU vessels ("Polo" and "Szczecin Trader") and two 618 TEU feeder vessels ("Larnaca" and "Athens").

But upgrading the fleet is not the only development at UAFL. Within the UAFL management, we took the decision in March to start calling at the port of Vohemar in northern Madagascar. The region around Vohemar is one of the richest regions of the country with lots of economic activities since it is the home of the global vanilla production. Vohemar will be integrated into UAFL's Madagascar Service which is served by the vessel "Larnaca".

Other areas are currently under investigation and, at least, one more port will most probably be added to our network in June/July. But we will certainly not change our strategy to focus on niche ports in the Indian Ocean.

Like most shipping lines, we also faced two major challenges over the last weeks: the introduction of very-low-sulphur bunker (VLSF) since January 2020 in line with the IMO regulation, and the impact of the outbreak of the Covid-19 virus.

Since January 2020, all our vessels have been burning VLSF. While this change was necessary to limit the impacts of climate change, the VLSF introduction leads to huge additional costs, which all shipping lines are trying to recover from shippers. UAFL introduced a transparent system of a VLSF surcharge which will be adjusted every month in line with the market price. This enables us to recover most of our additional costs, but also offers a transparent and fair measure to our customers.

Welcoming "Ulanga" with her new charterer UAFL. Master Eugeniusz Naciuk with crew and port officials on her first visit to Jebel Ali/Dubai in February 2020

The biggest challenge over the last weeks, however, has been the outbreak of the Covid-19 virus and the resulting standstill of the Chinese economy. For a few weeks, our bookings from China into East Africa and the Indian Ocean virtually came to a halt. So far, we have been successful in replacing those missing bookings with cargo from other regions such as the Middle East and India. Now, there are first signs that the situation in China is improving and that bookings might come back over the coming weeks. The spread of the virus in Europe and more and more Western and African countries will certainly continue to create a huge challenge for the shipping industry. But with our flexible structure and our offices in Mauritius, Mombasa and Dubai, even in a worst-case scenario, we should be in a good position to continue to serve our customers.

Commercial jetty at Vohemar. Home of the global vanilla production, located in northern Madagascar, is a new destination of the UAFL Indian Ocean Islands service

When the German "Admiral" took the US president to his African safari

In 1909, Captain Ludwig Doherr welcomed Theodore Roosevelt on board his DOAL steamer on the way to Mombasa

In the years before World War I, Deutsche Ost-Afrika Linie's (DOAL) mail steamships of the German Reich were designed as passenger-cargo ships. In autumn 1905, shipyard Blohm + Voss in Hamburg delivered a new vessel to DOAL that was christened "Admiral". The 6,341 GRT twin-screw steamer offered accommodation for a total of 370 passengers, of which 72 were in first class and 106 on the tweendeck for Imperial colonial troops. The "Admiral" was serving the Hamburg-around-Africa line until the war broke out in 1914.

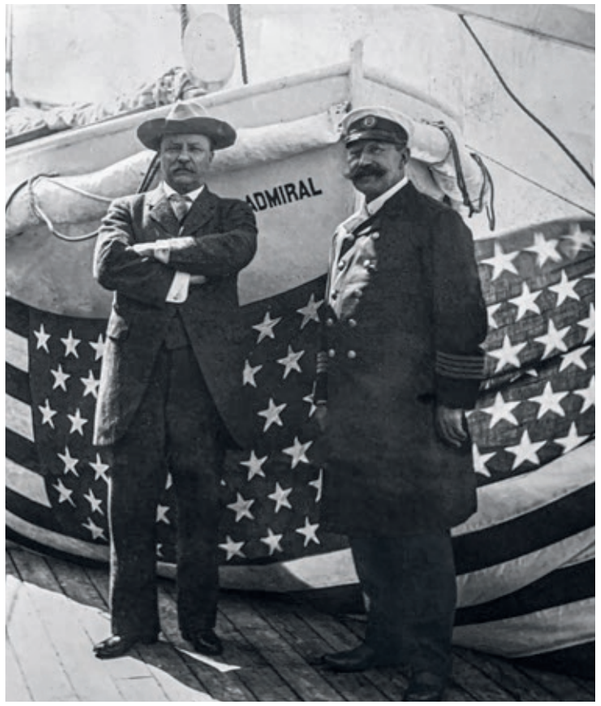
From 1906 to 1910, the ship was commanded by Ludwig Doherr, one of DOAL's senior masters. In 1909, Doherr welcomed on board one of the most famous men at the time: Theodore Roosevelt (1858-1919), former 26th president of the USA. To commemorate this voyage, the two men had a photo taken on deck of the "Admiral" decorated with a large Stars and Stripes flag in the background.

Roosevelt, whose presidency had ended just recently, had become an iconic figure in the USA and this legendary voyage later went down in history.

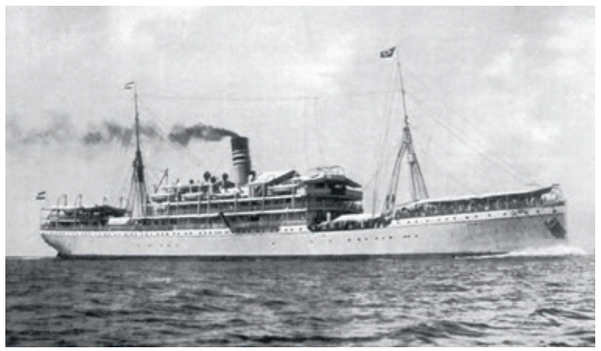
Theodore Roosevelt led a very American way of life. Born to a wealthy family of businessmen of Dutch descent, he loved the Wild West. He was a cowboy, deputy sheriff and police commissioner of New York City, where he took on the challenge of disciplining the police force, known to be the most corrupt in the USA. He was a political reformer, founder of national parks, scientist and game hunter. Roosevelt was a great supporter of the construction of the Panama Canal, and in 1906, his successful diplomatic efforts to end the Russo-Japanese War in 1904/05 (Naval Battle of Tsushima) made him the first American to win the Nobel Peace Prize.

His life was marked by sweeping statements and shootings, not only in the Wild West and streets of New York. His most famous words include: "Speak softly and carry a big stick; you will go far."

Roosevelt was not elected as president but was appointed such as vice-president after an anarchist shot down President William McKinley in 1901.



The cowboy and his master: President Theodore Roosevelt and Captain Ludwig Doherr on board the DOAL steamer "Admiral" – with oversized Stars and Stripes courtesy flag in 1909



From 1905 to 1914, the twin-screw mail steamer "Admiral", built by Blohm + Voss in Hamburg, was engaged in the Hamburg-around-Africa service of Deutsche Ost-Afrika Linie (DOAL)

Roosevelt's presidency ended nine years later. The same year he embarked on a big game safari right across Africa in the name of science. Since he had already visited Germany several times as a young man and could speak a little German, sailing on a modern Hamburg steamer was a favourable option. So, he embarked on the "Admiral" to travel to East Africa. The ship sailed across the Mediterranean and through the Suez Canal. On his request, the "Admiral" made a stopover in the port of Messina/Sicily.

The safari took Roosevelt from Mombasa right across Africa to the Congo and then eastwards to the Nile. He trapped and shot a total of 11,400 specimens, including 1,000 large animals, of which six were white rhinos. Presumably, there was still a large population of these meanwhile almost extinct animals in Africa back then.

He had the bigger animals preserved in salt and shipped them to the USA, where the mounting of such a large number of specimens took many years. They were sent to various American museums, most notably the renowned Smithsonian Institution in Washington. Roosevelt later wrote about his trip to Africa in his book "African Game Trails".

"Speak softly and carry a big stick; you will go far."
Theodore Roosevelt

On 14 October 1912, Theodore Roosevelt himself became a target. During the presidential campaign, Bavarian-born saloonkeeper John Flammang Schrank shot him with a 38-calibre Colt Special revolver. However, the bullet travelled through Roosevelt's steel eyeglass case and a folded copy of his lengthy speech, which were in his jacket, thus slowing down the speed before becoming lodged in his chest muscle. At first, though blood was seeping into his shirt, Roosevelt refused medical attention and continued to deliver his 90-minute speech. Only then did he go to hospital. Unfortunately, the bullet was lodged in such a tricky position that the doctors were not able to remove it, so game hunter Roosevelt carried the bullet in his body until his death in 1919.

And what happened to the "Admiral"? During the course of World War I, the ship was confiscated by colonial power Portugal in the port of Lourenço Marques (now Maputo/Mozambique) and deployed under its new name of "Lissabon" until the end of the war, trading between Portugal and East Africa. It was only in 1950 that the "Admiral" was scrapped in Faslane/Scotland.

A Saxon who loves the sea and the people who sail on it

Contact person No. 1 for our seafarers

André Trommler is the new Head of our Crewing department

André Trommler took over as Head of Essberger Crewing Service (ECS) in February 2020. Born in Saxony, he grew up in Leipzig and the Erzgebirge region, his first contact with the sea came when he was 14 years old. From then on, he lived in Wolgast and Rostock on the Baltic coast. Though a member of the East German sailing team, he didn't make it to the Olympics, yet his love for the sea never left him. After school he started training as an able-bodied seaman with Deutsche Seereederei Rostock (DSR), which took him to many countries in the world. To qualify for a place at the Maritime Academy, he first completed his military service ashore to then be able to concentrate on his nautical degree course, which happened to coincide with the time of German reunification. After he graduated, he worked for the Schulte Group in Cyprus, where he had the opportunity to also work on board as deck officer, which is a prerequisite for a master's licence. In 1999, André Trommler switched to the Schulte Group's office in Hamburg, first as Fleet Personnel Officer and later as their Crew Manager. In 2012, he opened his own crewing agency and specialised in personnel who replenish service ships for wind farms. In 2015, he accepted an offer from cruise liner company Carnival Maritime in Hamburg (Aida, Costa Cruises), where he spent four years as Head of Department HR Operations Deck. What made John T. Essberger's offer so attractive to him was that his key competencies can now come to the fore again.

André Trommler's free time is also very much spent on water-based activities. He sailed the high seas on tall ships of the German youth sailing organisation Clipper/Deutsches Jugendwerk zur See and since holds a certificate of competence for historical sailing ships. On the beautiful lake Plauer See in the Mecklenburgische Schweiz region lies his very own sailboat, and he sometimes charters a small yacht together with friends to sail on the Baltic or the Mediterranean Sea.

A huge challenge from the first day on

Niall Mushet is the new Head of our SSHEQ department

Poor Niall Mushet! He only just started his new job as Head of the Safety, Security, Health, Environment, Quality (SSHEQ) department and is already confronted by one of the biggest challenges that the shipping industry has ever had to tackle. But this man has so much experience that we feel we are in the safest of hands.

Niall Mushet comes from the southwestern Scottish town of Dumfries and his Scottish accent requires many Germans to listen very closely. His father was the Headmaster of a local school and had hoped that his son would likewise become a Teacher. In vain. At the age of 17, Niall applied for a job at the merchant navy and soon started attending the College for Nautical Studies in Glasgow to become a Navigator with a master's degree. After he completed the extensive theoretical and practical degree course, he went on to sail on general cargo ships of the United Arab Shipping fleet. He then joined Shell in London for seven years, where he worked as a SSHEQ Superintendent. His father will have been pleased that Niall Mushet eventually did work as a Teacher after all, when he became a Lecturer at the College for Nautical Studies in Glasgow. But practical work is more to his liking, which is why he then worked at the Maersk training centre in Newcastle as Fleet Manager at Mega Chemical Tankers in Switzerland, as SSHEQ Manager at Chemikalien Seetransport in Hamburg and as Project Manager at AS Maritime Tankers in Amsterdam.

Another reason why he readily accepted Essberger Ship Management's offer is that he built a house in Elmshorn near Hamburg, in which his wife lives, who was born in Russia but has German roots. Niall Mushet devotes a lot of his free time to music. He plays the bagpipes and the Scottish whistle, a type of flute, and his band performs Scottish-Russian folk music. He is also actively involved in the Russian Orthodox church community.

From Scotland to Hamburg: Niall Mushet looks optimistic

Foto: MtM photo stock

Out of the dark: *"Lucy Essberger" (5,846 dwt) is one of the reliable workhorses of the Essberger Tankers fleet. Here we see her under nightly tug assistance in the Köhlbrand/Rethe area of the port of Hamburg, which is dominated by huge grain elevators and tank storages. Like most of Essberger's chemical tankers, "Lucy" has icebreaking capacities (1A) and stainless steel cargo tanks, and carries the name of a member of the Essberger/von Rantzau family. Lucy Olga Caroline Essberger (née Bartz, 1864-1939) was born in Newcastle-upon-Tyne. She was the mother of John T. Essberger, the Founder of the shipping line.*

Whereabouts

April 2020

Ship's name	Master	First Mate	Chief Engineer
Agnes Essberger	Andrey Grzhibovskiy	Viacheslav Leonov	Mikhail Borisyuk
Alcedo	Edgar Roelofsen	Albertus Konijn	Marten Bosma
Amalie Essberger	Adam Incewicz	Daniel Kubacki	Adam Szwajka
Anneliese Essberger	Marco Boshuijzen	Gerben Bosscher	Pieter Pasterkamp
Annette Essberger	Koen Ghysels	Martins Taurins	Volodymyr Yurkevych
Ardea	Albert Ten Wolde	Els Impens	Arnoldus Eland
Caroline Essberger	Adolph Kamphuis	Pawel Pawlik	Teunis Oskam
Charlotte Essberger	Boguslaw Gajdowski	Roman Rybin	Artur Kazimierz Gzella
Christian Essberger	Krzysztof Niedzielski	Deniss Andrejevs	Oleksandr Samusenko
Dutch Aquamarine	Lien Jeanne Huyghe	Walter Bergsma	Jan Sonneveld
Dutch Emerald	Hubertus Meulenberg	Pieter Labee	Ronald De Bruin
Dutch Faith	Sander De Bos	Chris De Boer	Roel Tichelaar
Dutch Spirit	Alex Buren	Sjoerd Rijndorp	Geert Sap
Eduard Essberger	Enrique Lopez	Ruslanas Karpovas	Marcin Prena
Ellen Essberger	Adam Krzyzykowski	Valentin Eriskin	Dmitry Shcherbov
Elsa Essberger	Lukasz Antczak	Marcin Harasim	Aleksey Plyasukhin
Georg Essberger	Marcin Pawlak	Adrian Mariak	Tomasz Kozlowski
Gisela Essberger	Ali Ayara	Rafal Garbacz	Pavel Semyonov
Helga Essberger	Maciej Randak	Jaroslaw Krok	Pavel Kuzma
Johann Essberger	Zarko Boko	Dariusz Podsiadly	Valerii Mersiianov
John Augustus Essberger	Jaroslaw Spors	Quirino II Agot	Valeriy Bashkurov
Liesel Essberger	Jose Teixeira	Marcin Zietek	Stefan Tudorache
Lisa Essberger	Theo Keizer	Eriks Ciblis	Hendrik Post
Lucy Essberger	Stephanus Frerichs	Jakub Nadaj	Gerlof Tijink
Maersk Launceston	Mariusz Pleskacz	Dmytro Stygar	Gleb Kolechkin
Patricia Essberger	Grzegorz Kakol	Szczepan Pachula	Grzegorz Topolewski
Philipp Essberger	Mareks Satkovskis	Tomasz Rembisz	Vitor Belo
Theodor Essberger	Arkady Khramushin	Blazej Czapiewski	Ryszard Topolewski
Ubena	Konstantin Kveselevich	Angie Mae Cagud	Dony Merwoto
Ulanga	Ioan-Cristian Cioban	Marcelo Borbon	Costica Tuca
Ursula Essberger	Cornelis Lodder	Rik Bolwijn	Sipke Steenbergen

Aus der Reederei-Familie

Jubiläen

25 Jahre

Angel Ramos Pajarito, *AB*, 26.03.1995

Jan Kegeler, *HAMMONIA*, 01.04.1995

Simon Sangco Villaflor, *BSN*, 14.04.1995

Alexis Luces Endonila, *CCK*, 25.04.1995

Lord Peligro Velasco, *CCK*, 28.04.1995

Arman Martinez Juanillo, *3/O*, 27.05.1995

10 Jahre

Clifford Angelo Tarampi Coloma, *3/E*, 08.03.2010

Rhen Rei Perlado Dimero, *AB* 10.05.2010

Krzysztof Kaja, *2/O*, 14.05.2010

Joniel Sanico Repollo, *3/O*, 29.05.2010

Besondere Geburtstage

85 Jahre

Marion Reimers, 23.03.1935

Klaus-Peter Adler, 31.03.1935

80 Jahre

Sieglinde Bohlmann, 12.04.1940

Wolf Wessel, 23.04.1940

70 Jahre

Brigitte Nowak, 18.04.1950

65 Jahre

Vladimirs Smirnovs, *JTE*, 14.04.1955

Capt. Louis Kint, 25.04.1955

60 Jahre

Wilfried Fuhrmann, *DAL*, 21.03.1960

Kokou Gbegan, *C/O*, 04.05.1960

Capt. Theo Keizer, 08.05.1960

Capt. Nicolaas van den Belt, 23.05.1960

50 Jahre

Edwin Velasco Estrella, *CCK*, 25.04.1970

Neue Mitarbeiter an Land

Vera Busch, *Reception*

Tina Döscher, *Ship Management*

Marvin Giordan, *Trades*

Lars-Niklas Klamt, *Essberger Tankers*

Yannik Korschinske, *DSA Frankfurt*

Kristof Kück, *Ship Management*

Elke Lehnert, *HR Shore*

Moritz Schernikau, *Essberger Tankers*

Oliver Schneider, *Ship Management*

André Trommler, *Crewing*

Nico Veelders, *Operations Liner Service*

Ausgelernte Auszubildende an Land

Herr Niklas Klamt, *ET Operations*

Neue Auszubildenden an Land

Herr Bryan Karberg, *DAL*

Frau Laura Peters, *DAL*

Herr Malte Ringe, *JTE*

Wir gedenken

Herrn Paul Riedrich (90), Februar 2020, ehemals DAL

Herrn Achim Schwencke (88), Dezember 2019, ehemals DAL

Herrn Paul Techen (88), Februar 2020, ehemals DAL

A last farewell to Achim Schwencke

Achim Schwencke gehörte zu den Granden der Reedereigruppe Deutsche Afrika-Linien/ John T. Essberger. Er begann seine Tätigkeit als Ingenieur-Assistent in der Maschine eines Essberger-Tankers. Bei seinem Ausscheiden aus dem Unternehmen, 42 Jahre später, war er als Geschäftsführer des Ship Managements längst zu einer Legende geworden.

Achim Schwencke, a legend in Ship Management

Achim Schwenckes Tätigkeit fiel in eine Zeit reger Neubautätigkeiten. Ihn beschäftigten vor allem Bau und Management großer Rohöltanker (VLCCs) und Containerschiffe, wie der 1978 gebauten „Transvaal" (IV), die eine kurze Zeit lang das größte Containerschiff der Welt war.

Auch der Ausbau der Chemikalientanker-Flotte von JTE fiel in seinen Verantwortungsbereich. Seine Handschrift hat unsere Flotte über Jahrzehnte geprägt.

Achim Schwenckes Leben war bestimmt von seiner Liebe zur Technik. Seine Kenntnisse waren oft seiner Zeit voraus, seine Expertise stets unumstritten. Mit seiner kraftvollen, zupackenden Art, mit seinem Wissen und seinem Humor ist er vielen ein Vorbild gewesen. Kurz nach Weihnachten 2019 ist er im Alter von 88 Jahren verstorben.

This was an extraordinary send-off: *After an unbelievable 47 years in service, Operations & Capacity Manager Bernd Durin retired in January 2020 and was personally bid farewell by Dr Eberhart von Rantzau. Bernd Durin started his career at Deutsche Afrika-Linien in their office on Palmaille in February 1973 as an apprentice aspiring to become a qualified shipping clerk. After completing his exams in 1976, DAL offered him a job at DOAL. He then worked in the Freight and Operations South Africa department, after that in Liner Operations, followed by DALSA's Voyage Controlling/Operations department, and finally at SAFDAL.*

The next generation

On 6 March 2020, a new member of the von Rantzau family was born in Hamburg. Mother and child are well. Cuno Maximilian von Rantzau, son of Georg von Rantzau and his wife Ann-Mari (née May), is the first member of the 4th generation following the company's Founder John T. Essberger. He is named after his great-grandfather Cuno von Rantzau, husband of Liselotte von Rantzau. Our congratulations go to the happy parents as well as to the grandparents Heinrich and Annette von Rantzau. Cuno is their first grandchild.

We welcome our new trainees and wish them good luck

Just another generation of trainees – but what a start! Home office in times of Corona. Quite an experience. At Deutsche Afrika-Linien we welcome Laura Isabel Peters (20). She was born in the Hamburg suburb of Reinbek and she already travelled quite a bit. In Canada she worked as an au pair and in Cape Town she volunteered in a kindergarten in one of the townships. Back home she did internships in an architect office and with Hapag Lloyd, the Hamburg-based shipping line. In her free time she likes to meet friends (not so many meetings right now), play soccer and plan her next holiday trip.

Bryan Karberg (19) is also from Hamburg and another trainee in the DAL office. He has three internships to his credit: working in the technical and service department of a car dealer, in a real estate office and in a law firm. His hobbies are swimming and motocross bikes. As a born "Hamburger" he has always been interested in shipping and international trade.

Bryan Karberg, Laura Isabel Peters and Malte Ringe – an element of youth for Deutsche Afrika-Linien and John T. Essberger (from left to right)

Malte Ringe (20) left his hometown of Rostock to find new job challenges at the John T. Essberger office. He travelled to Spain and Italy with his parents and was impressed by the beautiful nature – and the sunshine. Economics has always been his favourite point of interest, so the shipping business comes in handy. He did internships at the Hamburg police, at a law firm and a tailor shop. Basketball, soccer, martial arts and weight training are his sports.

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"It is prudent to prepare our newbuilding project for possible delays"

MD Essberger Tankers Jan Eghøj on building chemical tankers in times of Covid-19/ Shipyard not identified so far

In early January, four John T. Essberger Managers travelled to China to identify shipyards capable of building technically advanced chemical carriers. When they returned home to Hamburg the outbreak of the Corona virus became a major issue. What is the latest news? Jan Eghøj has answers.

DAL/JTE NEWS: Just before Christmas, Essberger Tankers revealed newbuilding plans for a series of 6,600 LNG chemical tankers. What is the status in times of the Corona virus and the Chinese shipbuilding industry standing still?

EGHØJ: We are still working on the newbuilding project and are in the process of reviewing revised quotations received from the Chinese shipyards. As the Corona virus clearly prevents us from travelling to China, we will proceed with the review and negotiations via video conferences. The shipyards are impacted in terms of the work force being reduced and slowly coming back to perform the actual shipbuilding. Our process is still on the office level, where people have been able to work remotely from the shipyard. However, there will be delays in the newbuilding project. But we don't know yet to what extent. There are still too many uncertainties related to Covid-19.

DAL/JTE NEWS: Have the specifications been finalised? And are our customers and clients in the chemical industry involved in the size and design in these vessels?

EGHØJ: The initial specification was made with a lot of input from our experienced and knowledgeable seafarers in order to have a safe and efficient vessel with a focus on the operational performance. The vessels spend the most part of the time in port for cargo operations, manoeuvring or tank cleaning, therefore it is of high importance to build that into our design. In addition, we consulted some of our major customers to ensure that the new design would accommodate their future requirements and the stricter requirements for sustainable transportation. We are in the process of updating our initial specification based on feedback from the various yards and as part of our internal evaluation process.

Essberger delegation with representatives of Chuandong Shipyard: Thomas David (Essberger Ship Management), Jan Eghøj (MD Essberger Tankers), Dr Michael Triskatis (CFO DAL/JTE Group), Hartmut Nickel (MD Essberger Ship Management). The Chinese headline reads: First-class quality through first-class management

DAL/JTE NEWS: What made you opt for more expensive dual-fuel LNG/MGO propulsion instead of well-proven MGO?

EGHØJ: We understand our responsibility in terms of making the supply chain, which we are part of, more sustainable, and more and more customers appreciate and request such a development. We have made a thorough investigation of the LNG supply chain in our core trading area and are convinced that the availability will not be an issue. Even though LNG is not expected to be the final solution for shipping we believe it is the best opportunity which is presently available in the market, and it will have a positive impact on the environment.

DAL/JTE NEWS: Building stainless steel ice-going tankers is not such an easy job. When the Essberger Tankers team travelled to China for the evaluation of various shipyards, when and where did you go and what was your impression?

EGHØJ: We visited six different Chinese yards that are all deemed capable of building stainless steel chemical tankers and expressed an interest in such. So, we are convinced that the yards have a technically high standard. We also evaluated the commitment from the shipyard management. It is imperative that the top management of the shipyard are fully committed to our project in order to make the building process successful. We are certain that we will be able to choose the right yard for Essberger Tankers that will deliver high-quality vessels providing a very important building block for our future strategy.

No Essberger Tankers business without trusted partners: on 18 December 2019, in Mechelen/Belgium Jan Eghøj signing a long-term contract with Thomas Van De Velde, Vice President Hydrocarbons Borealis

DAL/JTE NEWS: What are the major obstacles when building "high tech" at Chinese yards?

EGHØJ: It is imperative that the construction phase is closely tracked by a strong supervision team at the shipyard, which we will ensure. We will work very closely with a very experienced supervision team and have our own representatives present. Also, we will have senior officers from the fleet present during critical building phases e.g. installation of deck equipment to ensure the optimal usage.

DAL/JTE NEWS: When will we see the first delivery trading in Europe?

EGHØJ: We will always adjust our newbuilding strategy to make sure we are on the safe side. So, I can only repeat: it is prudent to prepare for possible delays.